

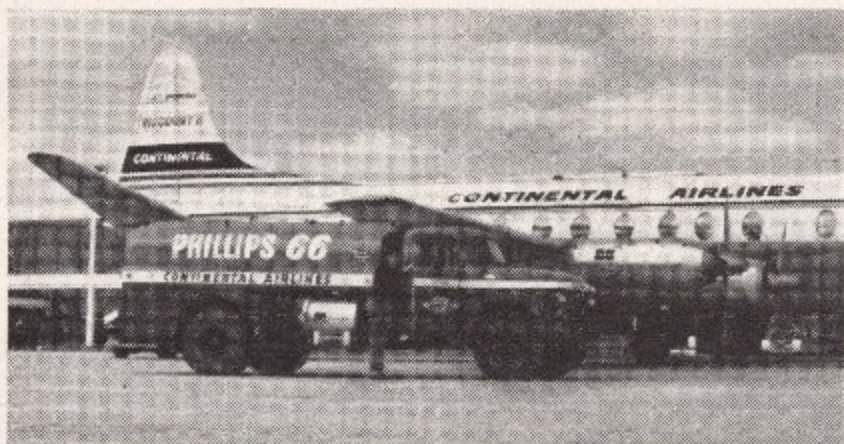
Tulsa...a Model Airport serving all phases of Aviation



The new Airline Terminal symbolizes the multi-million dollar improvement program at Tulsa Municipal Airport. Along with other major improvements, it reaffirms the Nation's "Oil Capital" as a leading aviation center.



Opening Tulsa's "jet-age airport" on November 17, 1961. Mayor James H. Maxwell wields the scissors, assisted by Pat Combs, Manager of Airports. Mr. Richard L. Jones, Jr., Vice Chairman of Tulsa Airport Authority looks on.



The first Jet-Prop Viscount of Continental Airlines to be refueled at the new terminal. Phillips has been supplying Tulsa with aviation fuel for over 15 years.

Thanks to a 10 million dollar improvement program, the Tulsa Municipal Airport is today a real "showplace" operation serving all segments of aviation . . . executive, private and military, as well as commercial flying. The new Airline Terminal building (serving American, Braniff, Central, Continental, and TWA) is beautiful and functional . . . designed to handle future growth and boasting such exclusive features as double pane windows (each 1/2 inch thick) to exclude jet noise from terminal and loading areas. Other improvements include a new freight terminal, control tower, surveillance radar, a parallel taxiway with high speed turn-offs for the 10,000 foot runway, improved ILS and runways, and modification of old terminal for general aviation.

"Assigning the old airline terminal to general aviation", says manager Pat Combs, "is an important step in our improvement program. Tulsa is proud to be a center for business and private aviation. Now, we are more than pleased to give this vital part of aviation an exclusive terminal . . . improved service with an enclosed loading and service ramp, immediate FAA weather and flight service, 24-hour refueling with Phillips 66 aviation fuels, car rentals, restaurant, etc. Two terminals also permit complete separation of airline and general aviation traffic on the ground as well as in the air." Mr. Combs went on to say that both the Municipal Field and Riverside Airport in Tulsa have never, and do not now, charge general aviation a landing fee.

Pilots have always been impressed with the courtesy and service at Tulsa. Needless to say, their willingness to serve everybody in aviation has not changed . . . the facilities to do so, however, have been wonderfully improved.

